



Delineation

Section 7 - Transverse lines
pedestrian facilities

The delineation guidelines have been developed to assist in designing and maintaining a quality delineation system.

The guidelines are to comprise 19 sections and 2 appendices. These are initially being released individually and in no specific order. The sections which are to be released are as follows:

Part	Title
Section 1	Introduction
Section 2	Delineation principles
Section 3	Pavement markings
Section 4	Longitudinal markings
Section 5	Enhanced longitudinal markings
Section 6	Transverse markings
Section 7	Transverse markings - Pedestrian facilities
Section 8	Diagonal and chevron markings
Section 9	Messages on pavements
Section 10	Pavement arrows
Section 11	Pavement markings at roundabouts
Section 12	Pavement markings for bicycle facilities
Section 13	Pavement markings for kerbside parking restrictions
Section 14	Maintenance of pavement markings
Section 15	Raised pavement markers
Section 16	Guide posts and delineation of safety barriers
Section 17	Alignment signs and markers
Section 18	Delineation systems
Section 19	Delineation management and audit
Appendix A	Locating and setting out of dividing (barrier) lines

To determine which sections are currently available go to:

www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/delineation_dll.html

The information contained in the various parts is intended to be used as a guide to good practice. Discretion and judgement should be exercised in the light of the many factors that may influence the choice of delineation devices in any situation. The guidelines make reference, where relevant, to current Australian Standards and are intended to supplement and otherwise assist in their interpretation and application.

Delineation

Section 7

TRANSVERSE LINES – PEDESTRIAN FACILITIES

Special Note:

As from 17 January 2011, the RTA is adopting the Austroads Guides (Guide to Traffic Management) and Australian Standards (AS 1742, 1743 & 2890) as its primary technical references.

An RTA Supplement has been developed for each Part of the Guide to Traffic Management and relevant Australian Standard. The Supplements document any **mandatory** RTA practice and any complementary guidelines which need to be considered.

The RTA Supplements **must** be referred to prior to using any reference material.

This RTA document is a complementary guideline. Therefore if any conflict arises, the RTA Supplements, the Austroads Guides and the Australian Standards are to prevail.

The RTA Supplements are located on the RTA website at www.rta.nsw.gov.au





Roads and Traffic Authority

www.rta.nsw.gov.au

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To access electronic copies of these and other guidelines go to:

www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/technicalmanuals_dll.html

For the latest amendments (if any) to these guidelines go to:

www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/delineation_dll.html

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Amendment record

Please note that the following updates have been made to this document.

Amendment No	Page	Description	Issued	Approved By
1	Various	Line type PX amended.	December 2010	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation
2	7-4	Figure 7.4 amended.	October 2011	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation
3	7-4	Inclusion of Children's Crossing Inclusion of Combined Children's Crossing and Pedestrian Crossing	November 2012	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation

7.1 General

7.1.1 Definitions

(a) Pedestrian (Zebra) Crossing

A specially marked area with a series of white stripes marked longitudinally across the carriageway to indicate a location where pedestrians may cross a road and have right of way over the vehicular traffic.

(b) Marked Foot Crossing

An area of the road at a place with vehicular and pedestrian signals, and indicated by 2 broken Pedestrian Cross Walk (PCW) lines.

Pedestrian (zebra) crossing and pedestrian crosswalk lines for use at signalised and unsignalised crossings are shown in **Table 7.1**.

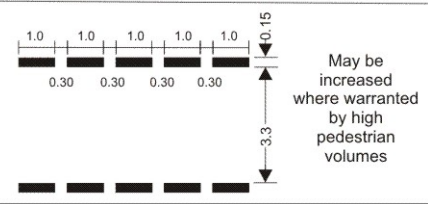
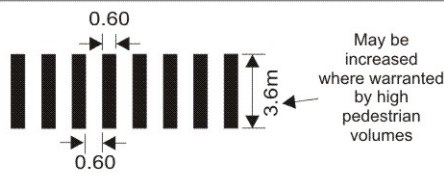
Line Type	Use	Dimensions (m)	Colour
PCW	Pedestrian Cross Walk Lines		White
PX	Pedestrian Crossing		White

Table 7.1: Transverse lines for pedestrian crossing and marked foot crossing

7.2 Pedestrian cross walk lines

Pedestrian crosswalk lines (PCW line) shall only be used in conjunction with intersection or mid-block traffic signals.

They should not be used at unsignalised crossings such as left turn slip lanes, or pedestrian refuges to define pedestrian walking paths.

They comprise two parallel, broken lines 150 mm in width. At intersections, the line nearer the intersection should be a minimum 0.6 m clear of the edge of the cross traffic lane.

The minimum clear width between the lines shall be 3.3 m. For pedestrian crossings, this may need to be increased if pedestrian demand cannot be met within the allocated pedestrian walk phase. At intersection signals the position selected should allow drivers intending to turn, to see any pedestrians crossing the intersecting carriageway.

Figure 7.1 (intersection) and **Figure 7.2** (mid-block) show typical applications of pedestrian crosswalk lines.

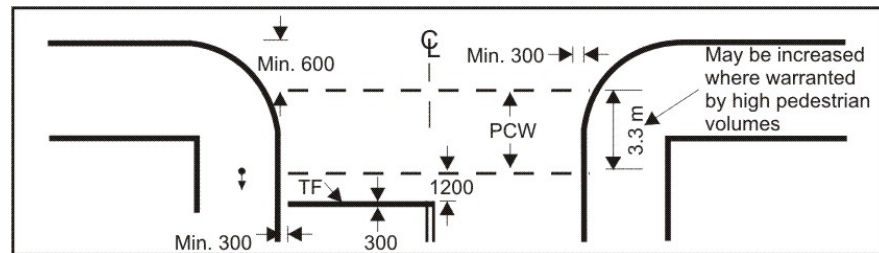


Figure 7.1: Typical pedestrian crosswalk lines at an intersection with a marked foot crossing
(Dimensions are in mm unless otherwise stated)

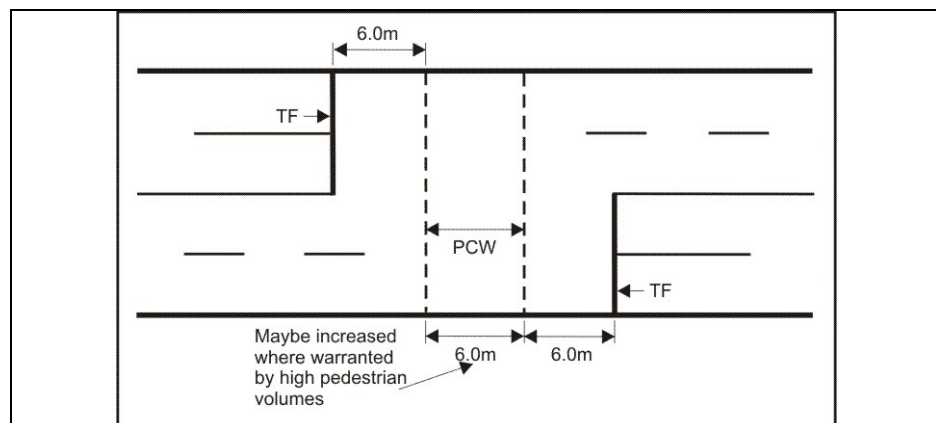


Figure 7.2: Typical pedestrian crosswalk lines at mid block marked footcrossing
(Dimensions are in mm unless otherwise stated)

7.3 Pedestrian (Zebra) crossing

Pedestrian (zebra) crossing (PX line) is marked by white stripes parallel to the centre of the carriageway and must be accompanied by regulatory walking legs sign (R3-1) facing oncoming traffic. The stripes are 600 mm in width with 600 mm gap.

The width of these stripes is 3.6 m but may be increased where warranted by high pedestrian volumes.

7.4 Scramble Pedestrian Crossings

At locations with very high pedestrian demand, scramble pedestrian crossings may be appropriate. Scramble pedestrian crossings allow parallel and diagonal pedestrian movements at the intersection while all vehicular movements are stopped.

Pedestrian cross-walk lines (PCW line) are not used in pairs in scramble crossings. The line nearer to the intersection is not provided and only the outer line is provided across each leg of the intersection (see Figure 7.3 for details).

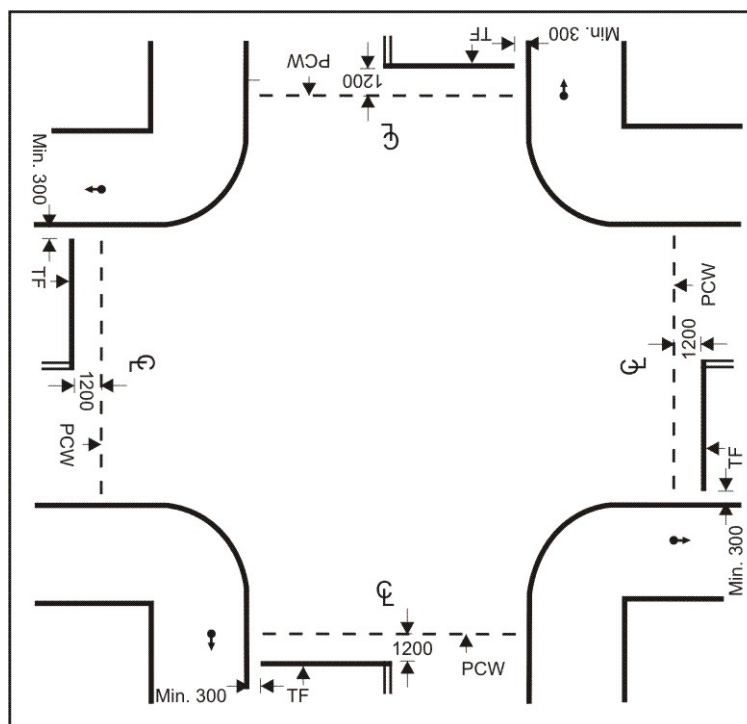


Figure 7.3: Transverse lines for scramble crossing
(Dimensions are in mm unless otherwise stated)

7.5 Zig-Zag advance pavement markings

Zig-zag marking may be provided at existing pedestrian crossings where the sight distance is inadequate.

The use of zig-zag markings is not intended to encourage installation of pedestrian crossings at inappropriate or hazardous locations, but rather to improve the awareness of those existing crossings which, have a sight distance problem but can not be reasonably re-located.

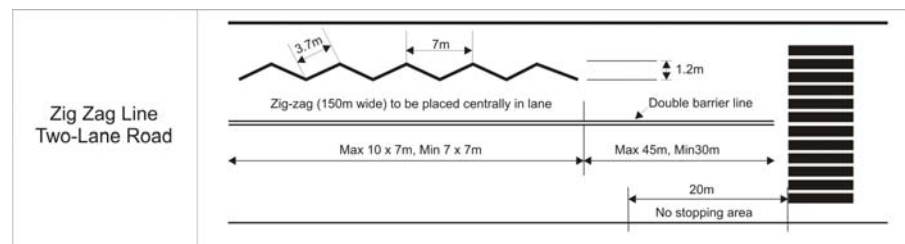


Figure 7.4: Zig Zag Markings
(Dimensions are in mm unless otherwise stated)

7.6 Application of pavement markings at pedestrian facilities

Refer to Australian Standard AS1742 and the relevant RTA Supplement for details of the application and illustration of pavement markings used at various types of pedestrian facilities.

7.7 Children's Crossings

Refer to Australian Standard AS1742 and the relevant RTA Supplement for details of the application and illustration of pavement markings used at Children's Crossings.

7.8 Combined Children's Crossing and Pedestrian Crossing

Refer to Australian Standard AS1742 and the relevant RTA Supplement for details of the application and illustration of pavement markings used at Children's Crossings and Section 7.3 for Pedestrian (Zebra) crossings. Pedestrian cross-walk lines (PCW line) are not to be used.

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For further enquiries

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